REMARKS

The Office Action mailed February 13, 2006 has been received and reviewed. Claims 57-89 are pending and are rejected. Claims 57 and 79 are amended to place them in better condition for consideration for allowance or appeal. The Applicants submit that the claims distinguish over the cited references and are in condition for allowance.

Applicants' Telephone Interview Summary

The Applicants are in receipt of the Examiner's written Interview Summary, mailed April 28, 2006, issued in connection with the telephone interview held between the undersigned and the Examiner on April 26, 2006. The undersigned respectfully disagrees with the Examiner's interpretation of the Applicants' arguments made in the interview. As stated more fully hereinbelow, the Applicants' representative argued that the claims require, by their plain language, that a plurality of electronic operating components be provided where "each electronic operating component is structured to receive a radio signal from an air-borne source. . . ." The Applicants' representative argued that neither Bishop nor Sues teach any component that can receive a signal from an air-borne source, let alone a plurality of such components. Both Bishop and Sues teach a single component provided for receiving a signal from a land-based object, such as a tower or laptop computer. While Bishop discloses a system for receiving a radio signal from an air-borne source, only one component in Bishop is capable of receiving a signal from an air-borne source. It was argued that none of the three cited references teach what is required by the instant claims, namely that each of the electronic operating components of a plurality of components is structured to receive a signal from an air-borne source.

Further responsive to the argument of Applicants' representative that each electronic operating component of the plurality of components is structured to receive a radio signal from an air-borne source, the Examiner argued that the claims do not

contain language that requires that each electronic operating component of the plurality be structured with a receiver. The Applicants' representative argued, and repeats that argument herein, that 35 U.S.C. § 112, paragraph 6, provides that claims may be written, and consequently interpreted, in equivalency language, i.e. "means plus function" language. Therefore, the Applicants' representative argued that no such claim limitation, as suggested by the Examiner, is required under Title 35.

Rejection Of Claims 57, 58, 60-62, 64-71, 74-76 and 78 Under 35 U.S.C. § 103(a)

Again, claims 57, 58, 60-62, 64-71, 74-76 and 78 are rejected under 35 U.S.C. § 103(a) as being unpatentable over Bishop in view of Badger and Sues. The Examiner repeats the prior rejection. Claim 57 is amended, principally to provide clearer antecedent basis for the term "electronic operating components" and/or "plurality" which may, hopefully, aid the Examiner's understanding of the claim language.

The Examiner states that "Bishop shows a vehicle device that includes a plurality of components that can receive radio signals. . . " Respectfully, the Examiner's interpretation of what claim 57 requires fails to consider the entire and plain language of the claim and, therefore, the very distinction of what is claimed over the cited references. Namely, claim 57 requires a plurality of electronic operating components, each of which is structured with means to receive **a radio signal from an air-borne source** of radio signal transmission. (Specification, at paragraph [0019].) Bishop does not teach or suggest a plurality of electronic components that are structured with means to receive radio signals from an air-borne source; Bishop teaches one, and one only, receiver located in the vehicle which is capable of receiving an extra-vehicular radio signal. The Examiner states further in his Interview Summary that it is his "position that the claims require that each operating component is structured to receive a signal that at least [at, sic] one time was a radio signal which is shown by the Bishop and Badger references." Again, that position ignores the entire and plain language of claim 57, namely that the electronic operating components of the plurality are structured with

means to receive a radio signal from an air-borne source of radio signal transmission. Bishop teaches that upon receipt of a radio signal by the one and only receiver in the vehicle, a signal is transmitted by that receiver to other components in the vehicle. The one and only receiver of Bishop is fixed to the vehicle and, therefore, by definition is not an air-borne source of radio signal transmission as required by the claim. Claim 57 does not state or suggest that the plurality of electronic operating components are structured to receive a signal that "was at one time air-borne", as the Examiner suggests that it does. Claim 57 requires a radio signal generated by an air-borne source of radio signal transmission. The fact that each electronic operating component of the claimed plurality is structured to receive a radio signal from an air-borne source (e.g., extra-vehicular) enables the plurality of electronic operating components to respond individually to that signal, as opposed to the Bishop, Badger and Sues systems where a signal received by one receiving device in the vehicle must communicate that message to other components to effect deactivation. The claimed methods are, therefore, entirely distinct from what is taught by Bishop, Badger or Sues.

Additionally, while Badger suggests a vehicular disabling system where a radio signal can be generated by an air-borne source, such as a satellite, Badger still fails to disclose or suggest a plurality of electronic operating components each of which is structured with means for receiving a radio signal from that air-borne source. Badger, like Bishop, teaches one and one only receiver in the vehicle for receiving the radio signal from the air-borne source. Likewise, Sues teaches an anti-theft system that has one and one only receiver to receive a ground-generated signal (i.e. from a laptop computer). Nothing in Bishop, Badger or Sues teaches or suggests providing a plurality of electronic operating components each of which is structured with means for receiving a radio signal from an air-borne source as claimed. Consequently, nothing in Bishop, Badger or Sues, alone or in combination, teaches, suggests or contemplates a method as claimed where a radio signal is generated from an air-borne source for receipt by the plurality of electronic operating components are claimed. Further, nothing in Bishop,

Badger or Sues teaches, suggests or contemplates that the plurality of electronic operating components are in electronic communication with each other to compare data received by one of the other components from a signal from an air-borne source to determine whether at least one of the components received a radio signal from an air-borne source as recited in and required by claims 57 and 58.

The Examiner states further that "[S]ince at least one of Bishop's components can operate to prevent operation of the object, Bishop meets the claims limitation of 'any one of the plurality of components. . . to prevent operation of the object.' . . .It is noted that 'any one of' does not specify that each component can provide this function." The amendment of claim 57 clarifies that a radio signal is generated from an air-borne source **for receipt by the plurality of electronic components**, a requirement of the claimed method which is not taught or suggested by Bishop (nor Badger or Sues) since none of the references teaches or suggests a plurality of electronic operating components which are each structured with means for receiving a radio signal from an air-borne source. Further, amended claim 57 requires the step of receiving the radio signal by "any one of said electronic operating components structured with means to receive a radio signal from an air-borne source," and because none of the cited references teach or suggest such a plurality of structured components, there can be no teaching or suggestion found in any of the references for the claimed method of receiving a radio signal from an air-borne source by any of such structured components, as clearly claimed.

The Examiner correctly states that "Badger shows [a] vehicle-disabling system where **a** component receives a radio signal from flying bodies (38)" However, the Examiner then states that "[T]he receiver**s** of Badger include decoder logic and are integrated in the vehicle. . . . Therefore, it would have been obvious to one of ordinary skill in the art at the time of the invention to have the disabling component disable multiple other components in the vehicle to eliminate the need for disabling elements in every component and improve the ability to completely disable the unit or vehicle."

Respectfully, the Examiner's statement of what Badger teaches indicates a misunderstanding of what the claims require. Again, Badger teaches one, single receiver for receiving a radio signal from an air-borne source; Badger does not teach or suggest a plurality of components structured with means for receiving a signal from an air-borne source as claimed. Thus, as required by the claims, each electronic operating component of the plurality is structured to receive a radio signal from an air-borne source (i.e., outside of the object) enabling individual or collective response to the signal. The Examiner's statement that it would be obvious to have the disabling component disable multiple other components as taught by Badger, therefore, indicates a misunderstanding of, or a failure to consider, the entire and plain language of claim 57 since the function of the claimed method is entirely distinct from Badger.

The Examiner states that the "concept taught by Sues is that each element 'has the power' to disable the vehicle if that element is determined to be not authentic" and that it would, therefore, have been obvious "to have used the authentication elements of Bishop-Badger (namely the receiver and comparison elements) in each component necessary to the operation of the vehicle since, as suggested by Sues, such would greatly increase the ability to disable the vehicle and prevent theft." The Applicants note once again that neither Bishop nor Badger suggest anything other than providing one, and only one, receiver or component for receiving a radio signal from an air-borne source. Likewise, Sues provides no such teaching or suggestion. Sues discloses a system where the ignition key, upon starting the vehicle, will signal a CPU, which then signals individual CCU's associated with every part in the vehicle, whether the part is original to the vehicle (i.e., present and not stolen). Sues does not teach or suggest that a plurality of electronic operating components are each structured to receive a radio signal from an air borne source of radio signal transmission. Additionally, nothing in Sues, nor Bishop or Badger, provides any teaching or suggestion that the plurality of electronic operating components are in electronic communication with each other to determine whether any one of the components received a radio signal from an air-

borne source. Because Bishop, Badger and Sues are devoid of any suggestion of providing a plurality of electronic operating components each being structured to receive a radio signal from an air-borne source, the only support for an obviousness rejection is the Applicants' own disclosure.

For the reasons stated above, nothing in Bishop, Badger or Sues teaches or suggests what is plainly required by claim 57, namely a plurality of electronic operating components each of which is structured with means for receiving a radio signal from an air-borne source, and each being in electronic communication with each other to determine if one of the components received a radio signal from an air-borne source such that the method of global protection of objects provides generating a signal from an air-borne source that is generated for receipt by the plurality of such structured components and that the generated signal is received by any one of the electronic operating components of the plurality which is structured with means for receiving such a radio signal from an air-borne source. Claims 58, 60-62, 64-71, 74-76 and 78, which depend from claim 57 and include the same recited limitations, therefore, are not obviated by the cited references. The Applicants' prior need to address the official notice of the Examiner was and is rendered moot on the grounds that claims 57, 58, 60-62, 64-71, 74-76 and 78 were never, and are not now, obviated, in the first instance, by the cited references.

Rejection Of Claim 59 Under 35 U.S.C. § 103(a)

Claim 59 is rejected under 35 U.S.C. § 103(a) as being unpatentable over Bishop, Badger and Sues, as applied to claim 57, and further in view of Besharat. The rejection is traversed for the reasons stated above with respect to the failure to establish a *prima facie* case of obviousness with respect to claim 57, and, therefore, with respect to claim 59. Additionally, however, Besharat teaches a means for saving the battery life of a battery-operated device by providing out-of-range battery savings, and provides no relevant teaching to claim 59. The Applicants submit that Bishop,

Badger and Sues fail to establish a *prima facie* case of obviousness with respect to claim 59 and that Besharat provides no relevant teaching alone or in combination with Bishop, Badger and Sues that obviates Claim 59.

Rejection Of Claims 63 and 77 Under 35 U.S.C. § 103(a)

Claims 63 and 77 are rejected under 35 U.S.C. § 103(a) as being unpatentable over Badger, Bishop and Sues as applied to claim 57 and further in view of Hertel. The rejection is traversed for the reasons stated above with respect to the failure to establish a *prima facie* case of obviousness with respect to claim 57 in view of Bishop, Badger and Sues. Hertel teaches a means of disabling a vehicle upon the exceeding of a set boundary or upon entry into unauthorized territory. The Applicants submit that because Bishop, Badger and Sues fail to establish a prima facie case of obviousness with respect to claim 57, and thus claims 63 and 77 which depend from claim 57 and include the limitations thereof, Hertel in combination with Bishop, Badger and Sues still fails to obviate claims 63 and 77.

Rejection Of Claims 72 And 73 Under 35 U.S.C. § 103(a)

Claims 72 and 73 are rejected under 35 U.S.C. § 103(a) as being unpatentable over Bishop, Badger and Sues as applied to claim 57, and further in view of Szarka. The rejection is traversed for the reasons stated above with respect to the failure to establish a *prima facie* case of obviousness of claim 57 in view of the failure of Bishop, Badger and Sues to teach all the elements of claim 57, and thus claims 72 and 73. Szarka teaches a system where a plurality of portable transmitters that are carried by the equipment operators (i.e., workmen), and which are not electronic operating components as claimed, transmit a continuous radio signal received by a vehicle such that only upon discontinuity of the radio signal is the vehicle disabled. Even if Szarka were combinable with Bishop, Badger and Sues, the combination of references would still not teach all of the claimed elements, or provide motivation for the combination to thereby obviate that which is required by claims 72 and 73. Claims 72 and 73 are not

obviated, therefore.

Rejection Of Claims 79-84 Under 35 U.S.C. § 103(a)

Claims 79-84 are rejected under 35 U.S.C. § 103(a) as being unpatentable over Bishop in view of Badger and Sues. The Examiner repeats the prior rejections, which in large part repeat the rejections lodged against claim 57 and its dependent claims.. Claim 79 is amended to clarify antecedent basis.

Again, the Examiner states that Bishop shows a vehicle device "that includes a plurality of components that can receive radio signals. . . ." Claim 79 requires an object having a plurality of electronic operating components, each of which is structured with means to receive **a radio signal from an air-borne source** of radio signal transmission. As argued above, Bishop does not teach or suggest such structure; nor do Badger or Sues. Bishop, Badger and Sues each disclose a single receiver device for receiving, in the case of Badger, a signal from an air-borne source, or, in the case of Bishop and Sues, a signal from a source within the vehicle or from a non-air-borne source. Even if the air-borne source for radio signal transmission as taught by Badger is combined with Bishop and Sues, the fact remains that none of the three cited references teaches a plurality of electronic operating components **each** being structured with **means for receiving a radio signal from an air-borne source** of radio signal transmission, as claimed. Additionally, nothing in any of the three references teaches or suggests that the electronic components of the plurality are in communication with each other to provide confirmation to other electronic operating components of the plurality that a radio signal from an air-borne source was received by one of the electronic operating components of the plurality to initiate irreversible deactivation of the object as claimed.

The Examiner states that the "concept taught by Sues is that each element 'has the power' to disable the vehicle" and it would have been obvious, therefore, to "have used the authentication elements of Bishop-Badger (namely the receiver and comparison elements) in each component necessary to the operation of the vehicle."

The Examiner, therefore, suggests that the requirements of claim 79 are met by combining alleged and unidentified "comparison elements" and a single receiver presumably taught by Bishop and Badger with all of the components of a vehicle, whether operational or not, as taught by Sues. However, nothing in any of the references teaches or suggests providing more than one component in a vehicle for receiving a radio signal from an air-borne source, and none of the references teaches or suggests that the components of the plurality, thus structured to receive a radio signal from an air-borne source, are in communication with each other to determine if one of the plurality have received such a signal, as claimed. Indeed, it is only as a result of the improper reliance on the Applicants' own disclosure of a plurality of electronic operating components each structured with means for receiving a radio signal from an air-borne source that enables a conclusion that the requirements of claim 79 are met.

For the reasons stated above, there is, and can be, no motivation or purpose found in the references to combine the references as suggested by the Examiner to obviate claims 79-84, especially without reliance upon the Applicants' own disclosure, because there is a failure among all the references to teach all the elements that are claimed. There is no reasonable expectation found in any of the references that any such combination will result in that which is claimed. Therefore, the references, even if combined, fail to teach or suggest what is required by claims 79-84 and a *prima facie* case of obviousness is not established.

Again, the Applicants' prior need to address the official notice of the Examiner was and is rendered moot on the grounds that claims 79-84 were not, and are not now, obviated, in the first instance, by the cited references.

Rejection Of Claims 85, 87 and 88 Under 35 U.S.C. § 103(a)

Claims 85, 87 and 88 are rejected under 35 U.S.C. § 103(a) as being unpatentable over Bishop, Badger and Sues as applied to claims 79 and 80, and further in view of Kaish. The Examiner repeats the prior rejection. The Applicants again

traverse the rejection for the same reasons stated above with respect to the failure to establish a *prima facie* case of obviousness of claim 79 in view of the failure of Bishop, Badger and Sues to teach all of the elements of the claim. Claims 85, 87 and 88, which depend from claim 79 and include the limitations thereof are consequently not obviated for the same reasons.

Further, Kaish discloses methods for rendering a device inoperative only after the occurrence of a disabling event (see column 3, lines 55-56). Even if combined with Bishop, Badger and Sues, the combination of the four references would still fail to establish a *prima facie* case of obviousness for failure to disclose all elements of the claims. Kaish provides no additional motivation to combine, or expectation of success for combining the references to obviate what is recited by claims 85, 87 and 88.

Rejection Of Claims 86 and 89 Under 35 U.S.C. § 103(a)

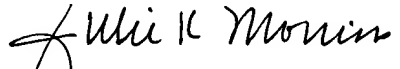
Claims 86 and 89 are rejected under 35 U.S.C. § 103(a) as being unpatentable over Bishop, Badger and Sues as applied to claim 79, and further in view of Rohrbach. The Examiner repeats the prior rejection. The rejection is traversed for the same reasons stated above with respect to the failure to establish a *prima facie* case of obviousness of claim 79 in view of the failure of Bishop, Badger and Sues to teach the claimed elements, namely a plurality of electronic operating components each being structured with **means for receiving a radio signal from an air-borne source** of radio signal transmission. Rohrbach fails to teach or disclose the claimed elements as well. Therefore, even if Rohrbach does disclose a system involving a telephone system, the combination with Bishop, Badger and Sues would still not obviate claims 86 and 89.

CONCLUSION

The Applicants submit that claims 57-89 present patentable subject matter when read and considered in light of the entire and plain language of the claims. Reconsideration and allowance are requested. If further issues regarding the

allowability of the claims remain in question, request is hereby made that the Examiner contact the undersigned to resolve those issues expeditiously.

Respectfully submitted,



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